



SOUTH AUSTRALIAN SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS INC

"SASMEE PARK", SASMEE LANE, off MILLSWOOD
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On the cover of this Bulletin is member Enzo Greco volunteering as Station Attendant on the 5" station. The picture captures the spirit of SASMEE. Families enjoying a picnic in the park, and SASMEE volunteers willingly providing a safe and friendly place for everyone to enjoy. Enzo's friendly wave and winning smile says it all.

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EDITORIAL

Communication

It has been Party Time at SASMEE. After two long years of Covid, we have finally been able to hold some functions outside the normal activities.

This year the Royal Show ran for the first time in a couple of years and We exhibited some models.

Then the second Boat Pond Regatta.

The Halloween run ran for the first time since 2020.

And finally, the Webb Weekend, celebrating one hundred years since Commissioner W A Webb joined the South Australian Railways.

And wait for it, there's more, the Christmas Members' Day on the Saturday 17th December will also host the Show and Tell/Auction.

This edition of the Bulletin is virtually a picture book of these events.

I have received some articles for the Bulletin that haven't been included due to the amount of room available. But don't worry, they will be in the next edition. Thank you for the articles from those who sent them. Don't be discouraged and keep sending material in.

PRESIDENT'S REPORT.

Ian Thomas

Greetings everyone. Christmas is almost upon us and our Christmas run is next month so please put your numbers by the December meeting. The date is on the SASMEE website.

We had a successful Web weekend many thanks to John Lyas and John Mere for organising a superb display of models. Many thanks to everyone who attended and helped out.

We had a Halloween run this year again thanks to Rohan and Cameron for organising a successful weekend with all those participating many thanks also.

John Foster organised a boat regatta with some competitive participants also a successful day for everyone who came along.

Our Workshop building has been approved by the Unley Council and final approval from Planning Dept pending.

Thanks to the building committee for steering this project.

Peter Cockburn is moving forward with the signalling system and is doing a great Job.

Our run days are getting busier and numbers are increasing many thanks to all participating members who help out.

U33 is being rebuilt and the bogies are being refurbished at Dinki Di Engineering and will come back like new in silver paint.

The Hunslet is getting some TLC at DDE. Thanks to Geoff Hall and Michael Moyse for tidying up the engine ready for service.

Thanks to Mary and Bryan with the running of the canteen with lots of chips being sold.

Finally, a Big thank you to Max Shuard our hard-working secretary for a mighty job all the paperwork for the building project.

Have a Merry Christmas and a happy and healthy new year to all and we would look forward to a busy 2023 at SASMEE.

Best regards Ian Thomas. President 2022/2023

IN THE LIBRARY

Max Shuard

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

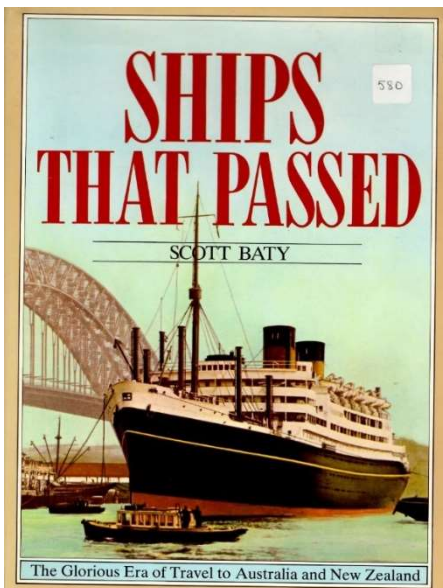
Book of the Month

Ships that Passed. – Scott Baty.

Between 1920 and 1980 international travel between Australia, New Zealand and the rest of the world was by ship - passenger liners. Not the cruise ships we see today, genuine mass public transport, operating to schedules.

While passenger ships were the premium vessels that captured the headlines, scheduled freight services were also the mainstay of much trade. This book traces all the companies operating ships

along the Australasian route and gives a brief history of the individual ships. Some companies may still be familiar, such as P & O, Blue Funnel and Union Steam, but many have faded into history. For instance, did you know the Aberdeen and Commonwealth Line was a shipping line operated by the Australian Federal Government? This book is a fascinating read of times now passed.



IN THE WORKSHOP

Tool Feature

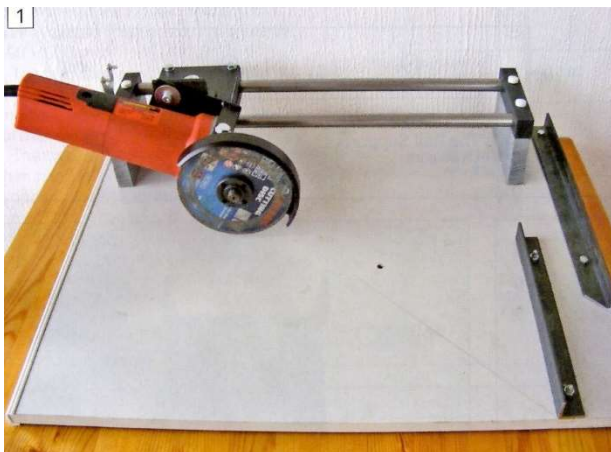
Over the last couple of years, a number of interesting tools have been featured. Tools, sometimes for a single job, or sometimes for a particular function. Most, but not all, are home made. So, if you have anything you have made or acquired to solve a particular problem, could you let me know and it will be featured for all members to see? Ed.

Guide for an Angle Grinder

Max Shuard

Recently I needed to cut some thin steel plate. Usually, a trip to a local company and for the exchange of a few dollars, have the plate cut on their guillotine. However, being confined to barracks due to a dose of Covid, I had to look for an alternative.

In the February 2022 edition of Model Engineer's Workshop, there was an article about a homemade sliding guide for an angle grinder. It was quite elaborate with 3D printed components etc.



The Model Engineer's Workshop Prototype

Going offsite to obtain materials was out of the question, so a scrounge through scraps to find what could be used. What turned up was:

Chipboard 700 mm 500 mm.

2 steel tubes 16 mm diameter, 700 mm long

Steel plate 3 mm.

Wood, 70 x 90 mm

Assorted bolts and screws.

Drilling the holes accurately in the slide was a problem as I only had a 16 mm spade drill. However, having a 5/8" reamer worked a treat. The slide moves reasonably freely with no slop.

Attention needs to be made to ensure the angle grinder is at right angles to the workpiece when cutting, but with a correct setup and some care during the cutting, the results are surprisingly good.

The length of cut is 450 mm. So far, I've only tried it on 2 mm and 3 mm steel. The trick is not to try to cut too much in one pass. Several light passes produce very acceptable results.

Resources for the project.

Time – About 1 ½ days.

Dollars - \$0.00!



The Finished Product – Made from Scrap.



Have you ever noticed how good it is when you do something and it actually works?!

TECHNICAL MATTERS



One is to One Scale – Hot Air Engine.

Max Shuard

While at the Royal Show I went and saw the historic machinery. This fascinated me. A full-size Hot Air Engine (I'd only seen models before) actually working and pumping water.

This remarkable engine was chugging away happily. The explanation of how it does work is shown here.

Ericsson Engine

THE ERICSSON HOT AIR PUMPING ENGINE is a single cylinder engine with two pistons ~ one called the main or air-piston, which receives and transmits the power ~ and the other is the transfer piston, which transfers the air contained in the machine alternately and at the proper time from one end of the cylinder to the other.

At the cylinder's upper end is a water jacket thru which all water passes from the well to the tank. This keeps the upper end of the cylinder cool while the lower end exposed to the fire is kept as hot as it is practicable. The arrangement of connections between the air and transfer pistons allows the proper relative motions between them.

The operation is thus. After the lower end of the cylinder has been sufficiently heated ~ it takes only a few minutes ~ the engine is started by hand turning the fly-wheel; which compresses the air in the cold part of the cylinder, which then transfers to the lower end where it is instantly heated and expanded, thus providing the power source.

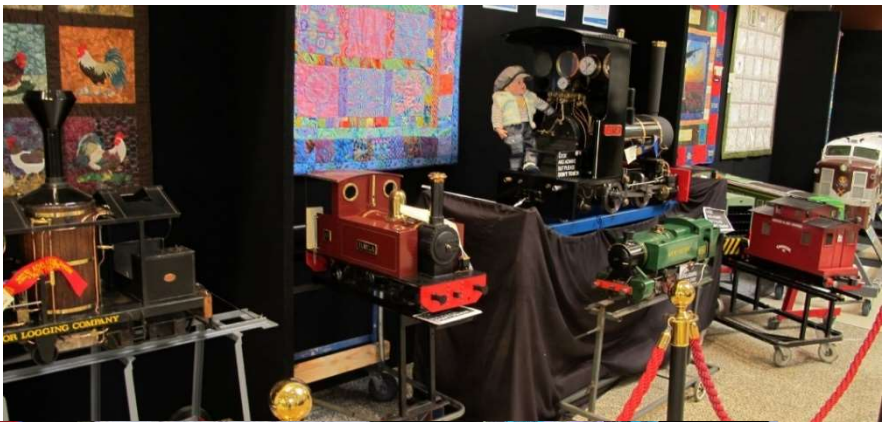
Like all hot air engines, the engine is only single-acting. The fly wheel's momentum continues the revolution until it receives an additional impulse by repetition of the above conditions which occur once in every revolution. The same air is used continuously and is cooled, compressed, heated and expanded in the regular order and without noise.

CLUB ACTIVITIES

A Day at the Show

Max Shuard

There was a combined display of Model Locomotives and Rollingstock from SASMEE and Morphett Vale clubs at the Royal Show. There is quite a formal process to enter and rules about judging, prescribed by the Show society.



Arthur Verrall from Morphett Vale won Best in show.



John Montedorisio' s Locomotive Jynx



Cameron Dicker's Caboose.

But it was not only the model engineering clubs that exhibited models.



Here is a very detailed wooden tractor.

And a model vintage car – made from cake!

Thanks to John Monteodorisio for organising the clubs to exhibit.



Despite our concern, the day dawned dry and still ideal for the Putt-Putt competition. Fortunately, the rain held off until late afternoon.

The Putt-Putt competition was to be run as a time trial over 20 metres to set handicaps. and The Competition was a circuit of the pond starting and finishing in the little harbour near the water wheel. The time trials were run before and after lunch. Four men and a calculator finally, came up with a reasonably fair handicap system.

The boats were Jeff During 2 boats both recording 62 seconds.

John Foster 3 boats somewhat slower and

Michael Foster was also slower, but this was the first time in open water. An interesting boat in that it used a double coil engine rather than the boiler type used by the other boats.

Lunch was a great success with all attending bringing a loaded plate. Many thanks to Mary for setting up the offerings.

For the race Jeff entered one boat, John with three offered one to Bryan Homann and one the David Hawkins retaining his latest for himself. Michael entered his one.

The race required competitors the start their boat at their given time and navigate out of the harbour. Putt-putt boats don't always start easily. The aim was to have all the boats reach the finish at about the same time.

Towards the finish, David was well in the lead of Michael and Bryan and heading for a win but then ran out of fuel. Bryan then passed David and Michael to take line honours and win on handicap. The handicap was too big a penalty for Jeff who just couldn't make up the time. As for John his beaut new boat had a rudder failure and ended up in the middle of the pond requiring rescue.

For the rest of the day, good sailing was had by all.

Malcolm and Dot Ambler brought his tinplate Zurich Lake barge that they constructed from pictures.

John Clayfield launched his 'Tubby Tugger' paddle boat. First, run in our pond and once the ballast was sorted with Bryan's help operated very well.

Michael Priest sailed his work boat 'Dolphin'.

Bryan Homann dusted off his electric paddle steamer 'Herron' which he purchased years ago and extensively modified.

Allan Wallace had his steam-powered paddle steamer 'Blanche'. This boat is a replica of a boat owned and operated by his great-grandfather.

John Foster had his electric Paddle steamer 'Curlip' there but did not sail it. Too busy rescuing his new Putt-Putt.

In all a great day to be repeated next March



John Foster's Paddle boat "Curlip" and his fleet of Putt-Putt boats.



Jeff During's fleet
of Putt-Putt boats

Enthralled Boaties!

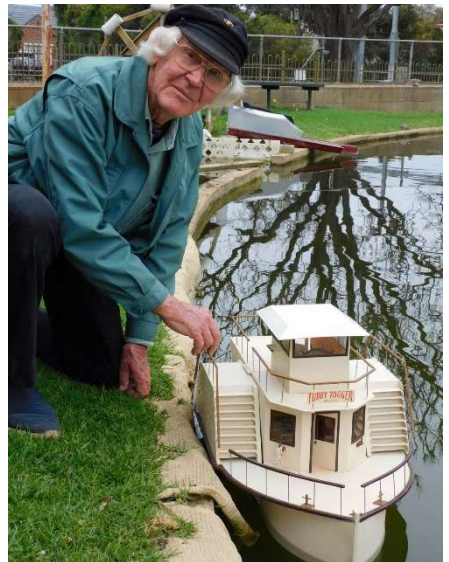


Bryan Homann's paddle boat
"Heron"





Lunch!



John Clayfield with "Tubby Tugger"

Halloween

This year's Halloween was run in two sessions. An afternoon and evening session, with dinner and breath catching in between. A lot of effort to decorate the Park delighted the visitors. A big day, but a great success, particularly after a break of a couple of years. A big thanks to all those involved.



Rachel – Queen of Halloween



Even the Boat Pond was haunted

Conway – appropriately dressed.





Toni



Ticket
Sales!

Rohan and Cameron– the
Halloween organisers.





One of the displays.

W A Webb Weekend

To celebrate the one hundredth anniversary of the arrival W. A. Webb to take up the position of Commissioner in the S.A.R., SASMEE held a display of (mainly) S.A.R. locomotives and rollingstock. The display was impressive! Below is a list of the items displayed, with selected photographs. More photos will be placed on the SASMEE website.

John Lyas, John Mere and Alan Thomas were the organisers. Well done and a big thank you from all the club members.

Setup of the displays was undertaken on Saturday 5th and the big day was held on a Sunday Public Run Day. It was also an interclub event. All in all, a tremendous day.

W.A. Webb and South Australian Railways models on display

1. 500 class 4-8-4 engine No: 506 model of original 500 class built in 1926 and ran until 1959. Model built by M. Samble.
2. 700 class 2-8-2 engine No: 702 built in 1926 and ran until 1964. Model built by R. Smith.
3. 500 class 4-8-2 engine No: 509 built in 1926 and rebuilt in 1930 to a 4-8-4 before streamlined in 1938 and ran until 1961. Model built by M. Turner.
4. 720 class 2-8-4 built at Islington workshop in 1930. Heavily influenced by W.A. Web and ran until 1959. Model built by J. Mere.
5. 520 class 4-8-4 engine No: 523 built at Islington workshop in 1944 and ran until 1969. Now preserved at National Rail Museum Port Adelaide. Model built by M. Turner.
6. T214 built by the James Martin foundry at Gawler in 1913 and ran until 1970 on 3 foot 6 inch narrow gauge. Model built by B. Homann.
7. F class 4-6-2 built in 1902 - 1922 for suburban passenger service and ran until 1956 - 1957. Model built by R. Skewes.
8. S class 4-4-0 engine No: 135 built by the James Martin foundry at Gawler 1903 - 1904 and ran until 1959 - 1960. Model built by C. Miller.
9. K class 0-6-4 built by Beyer Peacock, Manchester England in 1879 - 1885 and ran until 1936 – 1956. Model built by R. Skewes.

10. N class 4-6-2 built by Baldwin Locomotive Works, Philadelphia, U.S.A. in 1881 and ran until mid 1920's.
Model built by R. Smith.
11. 620 class engine No: 627 built at Islington workshop in 1937 and ran until 1967.
Model built by B. Dickenson.
12. Rx class engine No: 214 built in 1915 and ran until 1968.
Model built by J. Gordon.
13. Rx class engine No: 5 built in 1909 and ran until 1965.
Model built in 3½ inch gauge by W Bradford.
14. Commonwealth Railways relay van NHR30. This car was built in 1929. NHR30 is a crew accommodation car, with guard/freight compartment, sleeping bunks, a kitchen and dining area. Model in 1/8 scale by Bryan Homann.



15. Steam Motor Coach No2. This unit and a companion (No1) came into SAR service in 1906.
No1 operates today as “the CoffeePot” on the Pichi Richi Railway. Built by Kitson & Co, and Metropolitan Amalgamated Railway carriage and wagon Co, they arrived in 1906. Mr Webb’s new railcars effectively ended these units’ working life. Model built in O gauge by Geoff Horne and Bryan Homann
16. Commonwealth Railways passenger car NABP 12. A first/second class sitting car with toilet facilities for use on the Central Australian line from Port Augusta to Alice Springs. C1929. Model in 1/8 scale by Bryan Homann
17. BHP No8. In 1920, well prior to Mr Webb’s appointment as SAR Commissioner, the Broken Hill Proprietary company expanded its Whyalla to Iron Knob Tramway. An SA first, for the whole of Australia, these locomotives (on 3ft 6” narrow gauge) were the heaviest and most powerful locomotives in the country. Model under construction in 1/8 scale by Bryan Homann
18. The following rolling stock built by John Mere, Phil Waugh, M. Turner. FB flat wagon 200 built Islington 1926-1928
19. Webb Caboose 40 built Islington 1925-1928
Model built by J. Mere
20. D and M class. 500 supplied by American Car and Foundry in 1925. Assembled by Poole and Steele at Osborne
21. O class. Gondolas 600 was supplied by American Car and Foundry in 1925. Assembled by Poole and Steele. 150 built at Islington 1n 1928
22. C class cattle wagon, built Islington 1928
23. S class sheep wagon, built Islington 1928

24. Rolling stock supplied by Wayne Bradford and Bob Williams - SAR narrow gauge:
 25. 2 x "On" bogie wagons.
 26. Dolly Vardon brake van.
 27. 4 wheel E and X open wagons.
 28. Qx cattle wagon.
 29. SFn sheep van.
30. BHAS "Pozieres" 0-6-0 built by Barklays Scotland. 5" model built by Wayne Bradford.
31. V class No 9. 0-4-4 3'6" gauge built by Beyer Peacock 1877 ran to 1955, now preserved in Naracoorte. Model built by Bert Francis.
32. 75 class railcar and trailer entered service 1927, and ran until 1969. Models no 488 and 310 built by Barry Walding.
33. 700 class 2-8-2 in progress model in 31/2 inch gauge. Model builder unknown at the time of writing to be completed by Peter Polson.
34. 5" gauge 1/12th scale V & SAR Dynamometer Car built by Allan Wallace and John Lyas.
35. On the G1 Gauge were a S.A.R. T class, S.A.R. Z class, S.A.R. Y class, a Fageol rail car with 4 wheeled and bogie goods trailers, B.H.P. No 4 with many goods wagons, Car No 3 and a Blue Brake. Also three bogie passenger cars. All made in fine detail by Allan Lewis.



Chatting!



7 ¼ "V" Class made by Bert Francis



Barry Walding with his Brill Car



Bob Smith's 900 Class





Allan Lewis with his "T" Class on the Garden Gauge.



Bryan Homann's
Commonwealth Railways
NABPa 12 passenger coach.





Some of the Locomotives and rollingstock on display.



Behind the Scenes

While the locomotive and wagons are the star of the show, many activities are required behind the scenes to make it all happen.



Peter and Simon cooking



Matthew signalling.



Dawn and Mary in the canteen

Alan, one of the organisers of the Webb Weekend, with Brenton.

The Heisler Loco is the same one made by Graeme Driscoll. Still running at SASMEE.



Visitors

the Webb weekend was an Interclub Invitation Run with many members from other Clubs joining SASMEE on the day.

We also had a visit from the Unley Mayor Michael Hewitson and local MP Jayne Stinson.



L to R: Bryan Homann, Jayne Stinson, John Mere, Rachel Brougham, Max Shuard, John Lyas and Wayne Bradford.

The two Johns were organisers of the weekend and Wayne was a guest from Railway Park.

Buy and Sell

This has now been shifted to the SASMEE Website. Under the ABOUT SASMEE Tab. No password required.

If you have anything in the workshop and model engineering area that you would like to buy or sell, please let me know.

Keep monitoring this site. There is a lot of good stuff.

Rivett Lathe

Rivett lathe for sale. Approx 400 mm bed x 90 mm swing. For more Photographs, see the SASMEE Website at

<https://sasmee.org.au/membership/buy-and-sell/>

Or contact Tim Williams on
0401 891 839 or
timpet60@outlook.com



Up and Running

Since the last Bulletin, Public Run Days were held on the 20th August, 4th and 17th September, 2nd and 15th October, and 6th (Webb Weekend). Unfortunately, the 19th November was cancelled due to the wet and windy weather. There was the Halloween run on Saturday 29th October. Here are some selected details.

The Run Day on 17th September had the following contributions:

5" 7 ¼"

- | | |
|---------|-------------------|
| • Sooty | Rohan Garrard |
| • MT2 | Mike Turner |
| • 351 | Michael Taliangis |

On the 3 ½" 5" track were:

- | | |
|--------------|-----------------|
| • 457 | Simon Lindsay |
| • Apprentice | Glyn Coan |
| • Jack | Matthew Longman |
| • 509 | John Mere |
| • Jackerooo | John Monte |

Some of the boats on the pond were:

- | | |
|----------------------|----------------|
| • Coalisland coaster | Michael Priest |
| • SK57 | Michael Offler |
| • Spurt, skimmer | Jeff During |

On the Garden Railway

- | | |
|------------------|------------|
| • Thomas, Edgrid | Max Shuard |
|------------------|------------|

In the Boiler House were Bernie Dickinson and Bryan Homann.

On the stations were Brian Leach, Enzo Greco and Bob Smith.

In the Canteen were Mary Homann, Toni Offler and Graham Gaetgens.

On the gate were Trevor Morcom and David Hawkins. Safety Officer was Max Shuard.

The Run Day on the 15th October had the following activities:

5" 7 ¼"

- | | |
|-----------|-------------------|
| • 351 | Michael Taliangis |
| • Sooty | Rohan Garrard |
| • Black 5 | Allan Wallace |
| • Conway | Dylan O'Sullivan |

On the 3 ½" 5" track were:

- | | |
|----------|-----------------|
| • 900 | Bob Smith |
| • NSU 57 | Kingsley martin |

- | | |
|----------------|---------------------|
| • Pugsley | John Bellew |
| • Apprentice | Ainsley Cuthbertson |
| • Sam | Philip Mere |
| • Pennsylvania | John Mere |

On the pond were:

- | | |
|----------------------------------|----------------|
| • Yacht | Bob Smith |
| • Paddle Steamer, Swiss Barge | Malcolm Ambler |
| • Dolphin, Raeleen | Michael Priest |
| • Spurt, Skimmer | Jeff During |
| • HMS Grenadier | Alan Saunders |
| • Surina | Rob Ball |
| • Paddle Boat, Flybridge Cruiser | John Clayfield |
| • Ait One | John Harris |

On the Garden Railway

- | | |
|--------|------------|
| • Ruby | Max Shuard |
|--------|------------|

On the stations were Enzo Greco, Matthew Longman and David Hawkins.

Bernie Dickinson attended the Steam House

In the Canteen were Mary Homann and Graham Gaetgens.

On the gate were Ian Thomas and Bryan Homann.

Geoff Hall was the Safety Officer.

Meetings

The General Meetings are now all being held at the club. After the October General Meeting Allan Wallace gave a talk on what happens to a boiler when it runs dry.

After the November General Meeting, there was a discussion and debrief on the running of the Halloween and Webb events.

Efforts are being made to provide interesting and topical talks after each General Meeting. If you have any ideas, requests (or better still!) offers, please let me know. Ed.

SASMEE PROJECTS

Signalling Works.

Work is continuing on the signal masts and footings. The main work is now setting up the control panel in fort Knox. This has been complicated by the construction of the new workshop. Some temporary works will be required during the construction period.

U33.

The hydraulics and other drive chain items are complete. The bogies are being refurbished and will be back under the loco soon. The shell still has to be painted.

Hunslet

Work on the engine and drive chain are complete. Work on the connecting rods and bearings is still to be finished.

Vale Graeme Driscoll

By Barry Dunstan.



Graeme joined SASMEE on 10th February 1998 and quickly became part of the operational team upon completion of a 5" G "Heisler" which became one of the regular runners on Public Field Days. Further, over a period of years, he constructed a Kitson Meyer,

streamlined German prototype V8 and an LMS turbo. In 7 ¼" G, he

constructed a powerful three truck Shay. His most successful, and popular, which saw extensive running on SASMEE's 5" G track was the 0-6-0 + 0-6-0 Kitson Meyer a very reliable South American prototype.

During my years as club President from 2001 Graeme was one of my most valued committeemen with his agreement to control weed growth on SASMEE property with particular attention to both perways. Every Wednesday work bee saw him methodically working his way around the property with trusty poison tank in hand. Nary a green blade of grass could be seen also including up to two meters outside the fence on to ARTC railway property and this task



endured for many years. This unsung hero's devotion went unnoticed until one year Graeme went on an overseas trip and the weeds started turn the place into a jungle, boy were we glad to get him back! Due to age circumstances Graeme eventually had to relinquish this task.

Graeme's passion for building steam locos, for his own reasons, centre



on the unusual and a lot of thought must have gone into nutting out the task, particularly the turbo type. After modifying the turbo several times the best he could get was 2-3 kph flat out which was nowhere fast enough. It is unknown (by me) whether any further attempts were made or whether he had ideas to convert it to a conventional locomotive. One of Graeme's sidelines was making injectors of varying capacities and they worked extremely well. I know because I had them fitted to "Dolgoch" and "Springbok". They carry life blood for a steam locomotive and nobody wants a crook one.

It is believed that Graeme worked for the South Australian Railways in the railcar section. In his younger years he was into motor bike racing at Rowley Park Speedway at Kilburn.

Graeme's wife, Elaine, passed some years ago as did his pet maltese "Bucky" leaving him alone in their home of many years. In due course he gained another pet for company and continued to occasionally dine at Fresh Choice Restaurant at Darlington. Eventually, due to failing health Graeme was transferred to a nursing home to receive professional care. Sadly, Graeme passed away on 13th November 2022, aged 90

Graeme and Jeff
Schaefer



Graeme and Ian Clark



Memories of Graeme

Andrew Christophersen

His brilliant model making skills were well known but some may not be aware of his other passion and considerable abilities in relation to motor sport and cars generally. I had many fascinating conversations with Graeme about this shared interest. Graeme began his trade (I am uncertain but I think as a machinist) at the Islington railway works. He raced a Holden "grey" engined speedway car at Rowley Park. He obviously had extensive workshop skills, modifying the bottom end of these engines with braces that limited distortion of the main bearing caps at high engine revs, fitting triple carburettors and other enhancements. As he pointed out each carburettor had to be individually tuned for its pair of cylinders. He gleefully told me that his road going FJ Holden with these modifications would go faster in second than a standard FJ would in top gear!

Other major projects involved fitting a four-wheel drive system to a Ford and a Jaguar Mk7 engine to a Holden. He also established a business grinding camshafts.

On one occasion he showed me photos of a cylinder head that he manufactured from scratch for a Mitsubishi engine incorporating 4 valves per cylinder. When questioned about the brand of Vertical mill visible in the photos he casually responded that he also made that. Graeme was an extremely talented and modest man happy to share his

interesting past. I will treasure my memories of our chats and he will be missed.

SASMEE BUSINESS

Food Safety Course

There is a very good food safety training course online at:

<https://dofoodsafely.health.vic.gov.au/index.php/en/>

Anyone involved with the Canteen is encouraged to undertake this course. It covers the basics and gives good advice on food handling for public areas.

REMINDERS!!

3 ½” 5” Track

The new track has plastic sleepers and where it is now at ground level, it is not to be driven on with road vehicles.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case.

You will soon receive some explanatory notes on this issue. It is vital SASMEE has up to date information.

Sign In Requirements

It is a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Note that you are now asked to enter the time of arrival and the time of leaving.

So please remember to sign in whenever you are at the park, even if there for only a short time.

ELECTED MEMBERS 2022/2023

Below are listed the elected members and contact numbers.

President	Ian Thomas
Vice President	Bryan Homann
Secretary	Max Shuard
Minutes Secretary	David Hawkins
Treasurer	Mary Homann
Asst Treasurer	Trevor Morcom
Safety Co-ordinator	John Bellew
Committee	Alan Thomas Greg Weaver John Mere

There are a number of non-elected positions required for the running of the club. Below is the list of these positions and the appointees from 2022/23.

Patron	To be decided
Vice Patron	Bernie Dickinson
Auditors	Graham Gaetgens, Michael Moyse
Boiler House Manager	Bernie Dickinson, Asst Marco Arnese

Boiler Inspectors	Bryan Homann, Simon Huntington, John Monteodorisio, Peter Hoyer, Allan Wallace
Building Maintenance	Geoff Hall
Bulletin Editors	Max Shuard, Mike Turner
Canteen Managers	Bryan and Mary Homann
Coal Monitor	John Mere
Competent Person AALS	Allan Wallace
Driver Trainer/Assessors	John Mere, Rohan Garrard
Electrical Manager	Michael Moyse
Facebook Moderators	Alan Thomas, Ian Thomas
Fire Warden	John Bellew
Garden Railway	Alan Thomas, Max Shuard
Membership	Michael Moyse, Andrew Christophersen
New Member Mentor	Ainsley Cuthbertson
Pond	Jeff During, Rob Ball
Public Officer	Alan Saunders
Rolling Stock Inspectors	Ian Thomas, John Mere
Rubbish Collection	David Hawkins, Matthew Longman
Social Media Administrator	Alan Thomas
Track Officers	Michael Hattersley, Cameron Dicker, Rohan Garrard
Track Signals	Michael Moyse, Peter Cockburn
Webmasters	Mike Turner, Glyn Caon